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1503

GUATEMALA



GUATEMALA CENTRAL R.R.C.
THE PAN AMERICAN OF GUATEMALA



AMERICAN BANK NOTE COMPANY

GUATEMALA CENTRAL RAILROAD LINES
THE PAN AMERICAN OF GUATEMALA



BUENA VISTA STATION, GUATEMALA CENTRAL R. R.

THE Republic of Guatemala has an area of 50,000 square miles, which is, approximately, about the size of the State of New York. It is the most northern of the Central American Republics, being within the 13° and 18° north latitude, and its coasts are washed by both the Atlantic and Pacific Oceans.

On the Atlantic is the spacious bay of Santo Tomas, with its Ports of Barrios and Livingston.

On the Pacific there are three ports, *i. e.*, San José, Champerico and Ocos.

The Guatemala Central Railroad Lines connect the Capital with the port of San José, 75 miles distant, and the port of Champerico, 156 miles distant; the first named port being the most important between Salina Cruz, Mexico and Panama.

The Guatemala Central Railroad and the Guatemala Railway, which connect at the City of Guatemala, join Puerto Barrios on the Atlantic with San José on the Pacific and comprise an inter-oceanic line of 270 miles in length. These lines, with the Ocos and Panzos, comprise all the, at present, operated lines of railroad in the Republic.

There is a concession for the construction of a line from Zacapa, a point on the Guatemala Railway, to the frontier of Salvador and also from Caballo Blanco, or Retalhuleu, on the Guatemala Central Railroad, to Coatepeque and thence to Ayutla on the Mexican border. The Government also contemplates the construction of a line between San Felipe and Quezaltenango, the latter city being the second in importance in the Republic.

The lines built, and under construction, of the Guatemala Central Railroad between Santa María and Ayutla will be part of the Guatemala section of the Intercontinental Railroad, the dream of James G. Blaine, which is not now far from realization.

Guatemala is divided politically into twenty-three departments and physically into three: High Lands, Intermediate and Coast. The most fertile provinces of the north are Izabal and the lower part of Alta Verapaz. They are however but sparsely settled, the land being best suited for pasture, the growing of corn and fruit and, in some places, bananas.



VIEW OF LANDING AT PORT OF SAN JOSE



GUATEMALA CENTRAL RAILROAD LINES THE PAN AMERICAN OF GUATEMALA



AMERICAN CONSULATE, GUATEMALA CITY

The richest portion of the Republic, as at present exploited, is the south and southwest, comprising the Departments of Escuintla, Sololá, Mazatenango, Retalhuleu and the country below Quezaltenango and San Marcos, these localities producing coffee, sugar, rubber, cocoa, cattle, fruit and fibres as well as numerous other products indigenous to the soil. Along the Coast are many forests and great tracts of land in the higher altitudes which produce abundantly of wheat, barley, corn, beans and forage. There are also lands capable of producing cotton, tobacco, henequén, cinnamon and nearly all the other spices. Rice of excellent quality is grown in Chiquimula and adjacent territory. It is calculated that there are some two thousand square leagues of land capable of growing sugar cane, but there is not over a twentieth of this so utilized. Coffee is produced to the amount of 800,000 quintals yearly and there are, particularly in the Districts of Quiché, Petén and Huehuetenango much suitable coffee land available, but which is not planted for the reason of lack of transportation facilities, also the fincas already producing are not planted to their full capacity. Each "caballería" (about 111 acres) produces about one thousand quintals. A "caballería" is equal to 64 manzanas (a manzana being about 1.74 acres) or 100 square varas or 83 metros



ENTRANCE TO A PLANTATION



GUATEMALA CENTRAL RAILROAD LINES THE PAN AMERICAN OF GUATEMALA



MONOLITH—RUINS OF QUIRIGUA



THE NATIONAL THEATRE, GUATEMALA CITY

50 centímetros square. A manzana of cane (sugar) yields about 10,500 pounds of brown sugar, or say 8,000 of sugar, as the case may be. On the Coast the cane is cut about every 10 months; in the foot-hills every 12 months, and on the high lands, every 20 months. The rubber tree is found generally all along the Coast and at 7 years gives some 2 pounds. When young, great care is needed for its proper maintenance, but as it matures hardly any looking after is necessary. A pound of rubber is worth at the finca, at present, 50c. gold. The Cocoa tree, which is also found all along the Coast, is capable of cultivation, giving, at 7 years, 7 to 8 pounds of cocoa. The squirrel is its greatest enemy and it has been found a hard matter to overcome it.

In the low-lands it is estimated that 100 head of cattle can be maintained on a caballería.

On the table lands wheat of a superior quality is grown while the foot-hills produce all the tropical fruits, as well as many grown in the temperate zone, such as peaches, melons, watermelons, apples, pears—grapes in Salamá and particularly in Jutiapa.



GUATEMALA CENTRAL RAILROAD LINES THE PAN AMERICAN OF GUATEMALA



STATUE OF COLUMBUS, CENTRAL PARK, GUATEMALA CITY



RUINS OF SAN FRANCISCO CHURCH, ANTIGUA, GUATEMALA

Precious minerals exist in the Departments of Quiché and Huehuetenango and have also been found at various other points throughout the Cordillera.

Guatemala has an approximated population of between 1,700,000 and 1,800,000. The figures are not exact, owing to the antipathy of the Indian to be enumerated.

More than two-thirds are Indians and of mixed race, the Indian predominating, as also their customs.

Of the most important cities may be mentioned Guatemala and Quezaltenango—the former with 100,000 inhabitants. Commerce is encouraged, and one sees on every side fine buildings, hospitals, homes for the aged, public schools, carriage factories, public baths, handsome churches as well as numerous imposing public buildings.

Liberty of worship is guaranteed under the law and recognized by custom.

The foreign element is well represented, particularly by Germans Americans, Spanish and Italians.

All kinds of property can be bought and sold, and one can engage in any line of business, be it agriculture or commerce.

In the higher altitudes the temperature falls slightly during the months of November, December, January, February and March, the rest of the year being as Spring. On the Coast the temperature also falls during the above months. The rainy season lasts from May to October, the balance of the year being dry.

GUATEMALA CENTRAL RAILROAD LINES
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Using the Guatemala Railroad to Puerto Barrios, steamer thence, New Orleans is reached in from three to four days, and New York in from five to six.

The Guatemala Central and Occidental Railroads hold in the northern portion of the Republic 2,500 caballerías of land or say 275,000 acres. The land abounds in woods suitable for construction purposes, notably mahogany.

The wild rubber tree is found and its planting and cultivation give abundant returns for the labor and money expended.

Corn and beans can be grown with excellent results and in many localities rice thrives.

In many places the exploiting of the banana would yield large returns as the conditions are of the best for its proper growth.

In many places natural pasture for cattle, horses, etc., is found, and the whole tract in every way, with its fertile soil and natural advantages, offers the best of opportunities for either the capitalist or the immigrant.

The lands in the north of the Republic are now being sought after and will continue to be sought after with increased eagerness, for the reason that the lands on the south and west coast are being rapidly acquired and such as are obtainable are held at a high figure.

To sum up: Guatemala possesses all the elements of richness; all her different sections, with hardly an exception, are susceptible of cultivation and of exploitation in the way of mines, woods, fibres, etc., while her rivers, with their rushing waters and cascades, her lakes, volcanoes and valleys, present a most pleasing prospect, not only to the eye, but in a material sense as well.



A PICTURESQUE ROAD THROUGH A COFFEE ESTATE, ANTIGUA, GUATEMALA



TEMPLE OF MINERVA, SCENE OF SCHOLASTIC FESTIVALS,
GUATEMALA CITY



GUATEMALA CENTRAL RAILROAD LINES THE PAN AMERICAN OF GUATEMALA



BARRACKS AND CADET SCHOOL, BOULEVARD 30 DE JUNIO, GUATEMALA'S
"WEST POINT"



RUINED CHURCH, ANTIGUA, GUATEMALA

Mining Code of the Republic of Guatemala:

On the 30th of June, 1909, there was promulgated a mining Code, under decree No. 686, by the President of the Republic at a Cabinet meeting at which all of the Ministers were present:

The Code is inspired with liberal and expansive features:

Anyone can denounce mines of any class and obtain possession by following the procedures as set forth in the Code, with the exception of deposits of sulphur and saltpetre; but these can be worked through special contract with the National Government.

No permit is necessary to work gold bearing sands, alluvial and shifting deposits of iron or other mineral products of national and municipal rivers, and placers open to the public may be freely utilized. Should, however, anyone desire to work such deposits in a permanent establishment, by means of machinery or construction works, he must solicit the concession of a mining claim.

All can exploit on uncultivated lands with the obligation to pay any damages, and also on cultivated lands after notifying the owner or his representative, and should the owner object, appeal should be made to the authorities for the desired right.

A mining claim consists of a block of indefinite depth—vertical—starting from the commencement of the subsoil with a superficial area of ten hectares of rectangular form and having on one side at least a length of 100 metres.



GUATEMALA CENTRAL OCCIDENTAL AND OCÓS RAILROADS

THE PAN-AMERICAN OF GUATEMALA

REFERENCES:

GUATEMALA CENTRAL R.R.
Completed —
Under Construction
Projected

OTHER LINES

GUATEMALA CENTRAL LANDS



GUATEMALA CENTRAL RAILROAD LINES
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"The Pan-American Railway"

THE scheme of a railway uniting North, Central and South America originated in the mind of Hinton Rowan Helper, a famous political writer in his day, who was American Consul at Buenos Ayres in the years 1861-66. He wrote eloquently of the Pan-American or "Three Americas", Railway, which would some day extend from Behring Sea to the Strait of Magellan.

The idea fascinated the mind of James G. Blaine, who openly championed it, and did much to bring it into notice.

When the rails of Mexico's railway system reached the northern border of Guatemala, at Maricopa, July 1st, 1908, the Pan-American enthusiasts saw it as a great link in the gigantic railway dreamed of by Helper, long years before a north and south trunk line road was projected for that country.

Mexico has done her share of the work of building the "Three Americas" line. Guatemala, by means of The CENTRAL Railroad is doing hers, and before the close of 1912, one may travel by rail to Guatemala City from British Columbia, Canada, and all parts of the United States.

The construction of less than 100 miles, southward from Santa Maria, will join with the railway system of Salvador and connect the capital of that Republic with New York City by rail.

There are short lines in Salvador, Nicaragua, and Costa Rica, which will eventually join terminals. Already a railroad extending through a large section of Panama, from David to Panama City, has been surveyed and construction begun. In Colombia there has not been much new construction that would be part of the Pan-American system, but new lines are being contemplated and financed. In Ecuador, railroad connections already exist between Guayaquil, a port, and Quito, the capital. A good part of this line would be the trunk system of the Pan-American Railway. In Peru, the road from Cuzco south to Lake Titicaca, and the road in Bolivia from Lake Titicaca south to the capital, La Paz, and then running south into Chile, would form important links in the Pan-American System. A new longitudinal line is already under construction in Chile, and a road which reaches from the heart of Bolivia, south through Argentine to Buenos Ayres, lacks only 175 miles of completion.

The construction of less than 500 miles of track will bring the South American section of the Pan-American Railway as far northward as Lima, connecting the capitals of Argentine, Bolivia, Chile and Peru by bonds of steel.



GUATEMALA CENTRAL RAILROAD LINES

PASSENGER TRAINS								TIME TABLE								PASSENGER TRAINS									
SUNDAY ONLY	DAILY							DISTANCE FROM GUATEMALA	in effect November 21, 1910							DAILY							SUNDAY ONLY		
	EXCUSION	31	29	27	25	5	3		STATIONS	ELEVATION IN FEET ABOVE SEA LEVEL			2	4	6	26	28	30	32	EXCUSION					
a.m.								a.m.		a.m.			a.m.			a.m.							p.m.		
Leave								Leave		Leave			Ar.			Ar.							Arrive		
7 30								7 30	2 00	.....	00 0	GUATEMALA	48 77	.....	10 45	6 00	.....	.....	.....	.....	.....	.....	6 30	
8 30								8 30	3 05	.....	15 1	MORAN	39 59	.....	9 35	4 50	.....	.....	.....	.....	.....	.....	5 25	
8 43								8 43	3 20	.....	18 5	LAGUNA	38 77	.....	9 15	4 35	.....	.....	.....	.....	.....	.....	5 10	
9 05								9 05	4 10	.....	23 7	AMATITLAN	38 72	.....	8 45	4 10	.....	.....	.....	.....	.....	.....	4 45	
9 30								9 30	4 50	.....	31 2	PALIN	36 65	.....	7 55	3 40	.....	.....	.....	.....	.....	.....	4 00	
a.m.								10 00	5 30	p.m.	39 2	SAN FERNANDO	23 00	a.m.	6 53	2 30	.....	.....	.....	.....	.....	.....	p.m.	
Arrive								10 35	6 15	Leave	47 0	ESCUINTLA	11 11	Ar.	6 00	1 45	.....	.....	.....	.....	.....	.....	Leave	
								a.m.	p.m.	12 30	47 0	ESCUINTLA	11 11	11 45	a.m.	p.m.	.....	.....	.....	.....	.....	.....
								Arrive	Arrive	1 20	54 1	STA. MARIA	4 13	11 00	Lv.	Lv.	.....	.....	.....	.....	.....	.....
										1 50	61 4	NARANJO	1 42	10 17	.....	.....	.....	.....	.....	.....	.....	.....
										2 10	66 5	OBERO	83	9 52	.....	.....	.....	.....	.....	.....	.....	.....
								a.m.		2 45	74 5	SAN JOSE	14	9 15	p.m.	.....	.....	.....	.....	.....	.....	.....
								Leave	p.m.	.....	.....	ESCUINTLA	11 11	Lv.	1 15	.....	.....	.....	.....	.....	.....	.....
								11 05	Arrive	47 0	.....	STA. MARIA	4 13	.....	12 35	.....	.....	.....	.....	.....	.....	.....
								11 30	.....	54 1	.....	OBISPO	6 87	.....	11 50	.....	.....	.....	.....	.....	.....	.....
								12 20	.....	63 3	.....	STA. LUCIA	11 01	.....	11 05	.....	.....	.....	.....	.....	.....	.....
								1 10	69 6	.....	69 6	BUENA VISTA	6 92	.....	10 10	.....	.....	.....	.....	.....	.....	.....
								1 40	76 6	.....	76 6	PATULUL	7 20	.....	9 20	.....	.....	.....	.....	.....	.....	.....
								2 30	86 9	.....	86 9	GUATALON	5 88	.....	8 35	.....	.....	.....	.....	.....	.....	.....
								3 05	94 6	.....	94 6	NAHALATE	4 87	.....	8 05	.....	.....	.....	.....	.....	.....	.....
								3 45	101 5	.....	101 5	PALO GORDO	8 40	.....	7 40	.....	.....	.....	.....	.....	.....	.....
								p.m.	a.m.	4 15	107 2	SAN ANTONIO	12 51	.....	7 15	.....	.....	.....	.....	.....	.....	.....
								4 40	4 40	110 4	.....	SAN ANTONIO	12 51	.....	8 00	.....	.....	.....	.....	.....	.....	.....
								4 55	8 15	3 55	110 4	PALO GORDO	8 40	.....	7 40	.....	.....	.....	.....	.....	.....	.....
								5 15	8 35	4 15	107 2	MAZATENANCO	11 48	.....	7 15	.....	.....	.....	.....	.....	.....	.....
								5 45	9 15	4 45	114 2	MULUA	11 23	.....	6 30	.....	.....	.....	.....	.....	.....	.....
								p.m.	10 05	5 35	124 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								Ar.		a.m.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
										Lv.	133 6	SAN FELIPE	20 56	.....	5 45	Ar.	.....	.....	.....	.....	.....	.....
										5 45	6 30	SAN FELIPE	20 56	.....	6 30	.....	.....	.....	.....	.....	.....	.....
								10 05	a.m.	6 30	5 35	MULUA	11 23	6 30	5 40	p.m.	1 55			
									Lv.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								10 30	8 00	7 00	6 00	RETALHULEU	7 92	6 05	5 15	4 15	1 30		
								a.m.	8 45	a.m.	p.m.	LAS CRUCES	3 05	a.m.	p.m.	3 30	p.m.		
								Ar.	9 15	Ar.	Arrive	CABALLO BLANCO	2 37	Lv.	Lv.	3 10	Lv.		
								10 30	156 0	CHAMPERICO	20	1 45	p.m.	1 45		

D. B. HODGSODON,
General Manager

W. E. JESSUP,
Superintendent

CENTRAL STATION, GUATEMALA CITY, GUATEMALA, C. A.

HEAD OFFICE: 60 WALL STREET BUILDING, NEW YORK

PACIFIC COAST OFFICE: CROCKER BUILDING, SAN FRANCISCO, CALIF.

Information as to rates, schedules, etc., can be obtained at offices of the UNITED FRUIT COMPANY, in New York and New Orleans



GUATEMALA CENTRAL RAILROAD LINES
THE PAN AMERICAN OF GUATEMALA



BOATING PARTY ON LAKE AMATITLAN—LAKE AMATITLAN



ASYLUM ESTRADA CABRERA, BOULEVARD 30 DE JUNIO, GUATEMALA CITY

By the transfer of titles one may acquire claims without limit. On land where no other claim has been conceded or registered, within a radius of five kilometers, the discoverer is entitled to a concession of from one to three claims.

The lands that are recognized as mineral by the Government, are certain tracts in the West and the Departments of Quiché and Huehuetenango.

Guatemalan Immigration Law:

Passed by Congress on April 30, 1909, and published by order of the Executive on the 1st of May following.

Synopsis:

By this law immigrants are divided into three classes: Those coming to Guatemala without contract. Those contracted by Companies or private individuals. Those contracted by the Government of the Republic.



GUATEMALA CENTRAL RAILROAD LINES THE PAN AMERICAN OF GUATEMALA



STATION IN GUATEMALA CITY, AT THE HOUR OF ARRIVAL OF THE PAN-AMERICAN LIMITED

Immigrants of Mongolian race will not be admitted, nor those convicted of crime, or of bad conduct; nor those over 60 years of age whose families may not already reside in the Republic, or accompany them.

On arrival, immigrants must present themselves to the local authorities with their papers and contracts, should they have come to the country under such.

Immigrants may preserve their own nationality, or become citizens of the Republic, but shall not have recourse to Diplomatic channels in matters pertaining to their contracts; they are subject to the laws and the authorities of the Republic.

Immigrants coming to the country not contracted, will enjoy the following privileges:

Free transportation from Port at which they take steamer.

Clothing, furniture, tools, seeds, and domestic animals brought with them, will be free of duty, as well as of Consular fees.

The Government will use its judgment in distributing immigrants.

All immigrants will be exempt from municipal or military service.

The Government will grant to deserving immigrants parcels of unclaimed land, free of cost to them, not exceeding 45 Hectares (111 acres) in extent; but on condition that at least one-third shall be under cultivation within four years.

Companies or private individuals desiring to make immigration contracts must do so through the medium of the Ministry of Fomento, or through the corresponding department. Such contracts shall not be for a longer term than four years.

Contracts with laborers shall not call for more than eight hours work per day.

Vessels specially engaged in carrying immigrants will not be called upon to pay Port dues. The documents covering immigration contracts shall be exempt from the use of stamped paper, from the stamp tax, and from registry fee.

An immigration contract is not transferrable without the consent of the Ministry of Fomento.

Immigrants coming to the country on their own initiative are subject only to the laws relating to foreigners generally, whether transients or residents for a period of time. The immigration law is not applicable to them.

NOTE.—Guatemala may be reached, on the Pacific, by steamers of the Kosmos or Pacific Mail Steamship Companies, from either San Francisco, Salina Cruz, Mexico or Panama. On the Atlantic, from New Orleans or New York, by steamers of the United Fruit Company.

With the completion of the Guatemala Central Railroad's extension, now under construction, to Ayutla on the Mexican border, say during summer of 1911, it will be possible to travel from any part of the United States, via City of Mexico, to Guatemala City by rail.



PASSENGER STATION, VOLCANO DE AGUA IN BACKGROUND, ESCUINTLA, GUATEMALA

